


**BALTIMORE COUNTY, MARYLAND**

**SUBJECT:** Development Plan Review Comments  
For DPC June 30, 2021

**DATE:** June 29, 2021

**FROM:**   
Vishnu Desai, Supervisor  
Bureau of Development Plans Review  
Department of Permits, Approvals and Inspections

<p><b>PROJECT NAME: SOUTHERN CROSSROADS</b></p> <p><b>P.A.I. NO.: 13-0239</b></p> <p><b>LOCATION: 4100 MAPLE AVENUE</b></p> <p><b>DISTRICT: 13C1</b></p>
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*We reviewed the subject plans dated April 5, 2021 and have the following comments.*

**GENERAL COMMENTS:**

All construction shall be accomplished in accordance with Baltimore County Standard Specifications and Details for Construction (February, 2000, as amended) and Baltimore City Standard Details.

A *Public Works Agreement* must be executed by the owner and Baltimore County for the required public improvements.

Any manmade embankment over 10-feet vertically shall be designed and/or approved by a soils engineer. The following note is to be placed on the sediment control plans and grading plans before approval will be given:

- *“All manmade embankments have been designed and/or certified for stability by a soils engineer”.*

The Developer shall be responsible for damages to the County’s facilities, such as water meters, manholes, curbs and gutters and inlets within his subdivision and for any damages caused by his construction equipment outside of his subdivision. Occupancy permits will be withheld until such damages have been corrected.

The contours on the plan reveal rather excessive grading. The Developer’s engineer is cautioned not to exceed the maximum set by Baltimore County standards. Benching requirements shall be

in accordance with *Section 41.02, Item 3* of the *1983 Maryland Standards and Specifications for Soil Erosion and Sediment Control*. Retaining walls that are proposed along road rights-of-way shall be located away from the right-of-way a distance that is at least equal to the height of the wall.

The Developer and his engineer shall be responsible for investigating the need for and obtaining the necessary permits for the facilities serving this site that may require a “*Corps of Engineer’s Permit*,” a “*Water Resources Permit*,” a “*Water Quality Certification*,” and any other federal or state permits.

The Developer shall be responsible for having all proposed street names in any new development approved by the *Street Name and Address Section* of the *Department of Permits, Approvals and Inspections* prior to his engineer placing these names on the final record plat and/or construction drawings. All street name changes made after plat recordation must be approved by the *Street Name and Address Section* and the record plat and construction drawings revised accordingly. The method for changing street names after a plat has been recorded will vary by project, and guidance will be provided by the *Street Name and Address Section*.

Test pits within County roads require a utility cut permit obtained from the *Bureau of Highways and Equipment Maintenance*.

The coordinate system used on all County drawings must be based on the North American Datum of 1983 (NAD 83) with the readjustment date shown in parenthesis. A couple examples are: NAD 83(1991) and NAD 83(2007). The elevation system of all drawings must be based on the North American Vertical Datum of 1988 (NAVD 88).

All drainage and utility easements containing a sewer or storm drain shall be a minimum of twenty (20) feet wide.

#### **HIGHWAY COMMENTS:**

Washington Boulevard, Maryland Route 1, is a state road. All improvements, intersections, entrances, drainage requirements and construction affecting a state road right-of-way are subject to the standards, specifications and approval of the *Maryland State Highway Administration* in addition to those of Baltimore County.

The interior roads of the site shall be public curb and gutter roads and shall be the Developer’s full responsibility. The paving thickness for the traveled way shall conform to Baltimore County standards and requirements.

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It shall be the responsibility of the Developer’s engineer to clarify all rights-of-way within the property and to initiate such action that may be necessary to abandon, widen or extend said rights-of-way. The Developer shall be responsible for the submission of all necessary plats and for all costs of acquisition and/or abandonment of these rights-of-way.

The contours on the plan reveal rather excessive grades. The Developer's engineer is cautioned not to exceed the maximum set by Baltimore County standards in the establishment of street grades.

The sharp curves must conform to Baltimore County standards for minimum length of curve, minimum radii and widening.

The Developer shall provide an in-fee right-of-way at no cost to Baltimore County to permit County maintenance forces to perform any necessary work in the SWM and/or storm drain reservation. This right-of-way shall be a minimum of 20 feet wide and shall have a grade less than 10% from the roadway to the reservation.

Guardrails are required along the public road and/or the storm drain reservation and shall be the Developer's responsibility. The guardrails shall be constructed in accordance with Baltimore County standards.

Prior to removal of any existing curb for entrances, the Developer shall obtain a permit from the *Department of Public Works, Bureau of Highways*.

Driveways shall be constructed in accordance with Baltimore County standards with depressed curb and 7-inch concrete aprons within the right-of-way.

In accordance with *Baltimore County Code, Section 32-4-408*, streetlights are required along all road frontages of subdivisions. The Developer will be responsible for the full cost of installation of the cable, poles and fixtures. Along new roads, the County will assume the cost of the power when the roads have been accepted for County maintenance. Along existing roads, the County will assume the cost of power after installation.

**"No Parking"** signs shall be posted prohibiting parallel parking on 24-foot-wide streets and within the turnaround area.

Ramps shall be provided for physically handicapped persons at all street intersections. The ramps shall have detectable warning areas and shall be constructed in accordance with Standard Details R-36A or R-36B.

Sidewalks are required on both sides of the streets within this subdivision and/or along the frontage of all existing streets including state roads. The walks shall be a minimum of 5-feet wide and shall be installed to conform to Baltimore County standards and to current Americans with Disabilities (ADA) guidelines.

The tee-turnarounds shall conform to Baltimore County Standard R-N-1, R-N-2, R-N-3, or R-N-4.

Along streets with 18-foot perpendicular parking, the width of the traveled way shall be 24 feet and the right-of-way width shall be as follows:

1. *Areas with no parking bays - 44 feet.*
2. *Areas with a parking bay on one side - 62 feet.*
3. *Areas with a parking bay on both sides - 80 feet.*

**STORM DRAIN AND SEDIMENT CONTROL COMMENTS:**

The Developer must provide necessary drainage facilities (*temporary or permanent*) to prevent creating any nuisances or damages to adjacent properties, especially by the concentration of surface waters. Correction of any problem that may result due to improper grading or improper installation of drainage facilities will be the full responsibility of the Developer.

Development of this property through stripping, grading and stabilization could result in a sediment pollution problem, damaging private and public holdings downstream of the property. A grading permit is, therefore, necessary for all grading, including the stripping of topsoil.

In accordance with *Baltimore County Code 33-5*, a grading plan shall be approved and a *Performance Bond* posted prior to issuance of a grading permit. A sediment control plan is required. The number of square feet of land disturbed shall be indicated on the sediment control drawing.

The Developer shall be responsible to stabilize the sidewalk areas and supporting slopes on all road rights-of-way following completion of the initial grading of the boxed-out subgrade. The stabilization shall be accomplished within the nearest period of optimum seeding as established in the *Baltimore County Sediment Control Manual*. Minimum acceptable stabilization measures will be as specified in the *Baltimore County Sediment Control Manual* under "*Critical Area Stabilization (With Semi-Permanent Seedings)*." Failure by the Developer to accomplish the stabilization as aforementioned will result in the termination of all processing phases of this development.

The Developer is responsible for the cost of temporary structures and measures required in the event of sectional development.

The Developer shall provide a minimum 10-foot drainage and utility easement along all bordering property lines which are not adjacent to road right-of-way or storm drain reservations.

**WATER AND SANITARY SEWER COMMENTS:**

A preliminary print of this property has been referred to the *Baltimore City Water Division* for review and comment in regard to adequacy of water pressure in this development. If Baltimore City has any comment, it will be forwarded.

The Developer is responsible for any public water main extension and/or public sanitary sewer required to serve this property. He is responsible for the preparation and the cost of construction drawings and right-of-way plats required. He is further responsible for conveying any required right-of-way to Baltimore County at no cost to the County.

The Developer is responsible for the entire cost of any relocation of the existing public water main and/or sanitary sewer, including the preparation and the cost of construction drawings and right-of-way plats required, all right-of-way acquisition and/or release costs and recordation charges.

The Developer is responsible for the cost of capping or plugging any existing house connections not used to serve the proposed site.

The Developer will be given credit for one system connection charge for each existing house that is now connected into the public services.

The determination of the water system connection charges will be predicated on the established relationship using a 5/8-inch water meter at a cost of \$575.00 per living unit. The sewer system connection charge, likewise, is based on a 5/8-inch water meter at a cost of \$875.00 per living unit. Note: The same rate applies for 1-inch meters for sprinkler service.

Fire hydrant spacing and location are subject to review and approval by the *Fire Protection Section of the Fire Department*.

Public sanitary sewers serving the individual lots/properties within the subdivision shall be located within the public roads serving those lots/properties, where practicable.

#### **TRAFFIC ENGINEERING COMMENTS:**

**Confirm** and then add this note to the development plan:

- *“Bureau of Traffic Engineering and Transportation Planning” has confirmed that the subject site **is/is not** within a traffic deficient area.*

Sight lines are to be drawn from the centerline of the proposed access at a point ten feet behind the extension of the main road curb line to the centerline of the nearest approach lane on the main road.

All subsequent plans, including record plats, must note that the areas between the sight line and the curb line must be cleared, graded, and kept free of any obstructions.

#### **LANDSCAPE COMMENTS:**

1. A Schematic Landscape Plan(s) must be approved prior to Development Plan approval.
2. An approved Final Landscape Plan, cost estimate, and security are required prior to permit approval.

#### **SITE-SPECIFIC COMMENTS:**

1. The proposed road radii must accommodate trucks.

2. The road centerline curves must conform to Baltimore County standards for minimum length of curve, minimum radii and widening. Show the centerline radius at all road intersections and curved centerlines. A minimum 100-foot road centerline radius is required.
3. The proposed parking spaces in the T-turnaround must be eliminated or the turnaround needs to be enlarged.
4. Based on the information shown on redline drawings provided by Bohler Engineering, the 8" sanitary sewers in Maple Avenue and Washington Boulevard have adequate capacity to accommodate the projected flows from the 196 residential units planned for the Southern Crossroads development. Show the proposed sewer connecting to the existing sewer in Washington Boulevard.
5. Show WHC and SHC to all lots.
6. On-site 100-year SWM is required due to downstream flooding issues.
7. Existing and proposed water mains and appurtenances are to be shown on the drawings with the size and reference per design manual.
3. Developer shall investigate for adequate fire flow at the site and extend minimum 8-inch water main in closed loops in the proposed public roads.
4. Developer shall extend the proposed water main in the proposed Avalon Ridge Boulevard to be connected it with the existing 20-inch (1951-0631) or the proposed extended 16-inch off the existing 16-inch (1928-0430) in the existing Washington Boulevard.
5. Developer shall extend proposed minimum 8-inch water main in the proposed Maple Avenue to be connected it with the existing 8-inch water main (1974-0175) / (2001-6091) in the existing Maple Avenue.
6. Developer shall provide a **fee simple strip frontage on public road** for all meter services connected to public water main.
8. Guardrails are required along the public road and/or the storm drain reservation and shall be the Developer's responsibility. The guardrails shall be constructed in accordance with Baltimore County standards.
9. Show the existing sewer manhole numbers on the plan.
10. Provide a steep slope analysis if any proposed buildings are located within steep slopes.
11. Clearly show and label inlets and manholes behind the units.

12. The minimum width of drainage and utility easements is 20-feet.
13. If water main is in fill, need select Backfill to existing ground. Use TR flex joint pipe. Minimum 15-feet beyond fill area.
14. Sewers must be built in public roads unless not feasible.
15. Do not allow fills or retaining walls over or near utilities that may cause structural harm or limit access to the utility.
16. Show the top and bottom retaining wall elevations.
17. Add guardrail and/or fence to the top of the retaining walls.
18. Retaining walls must be in an HOA easement, be built with permanent materials and be maintained by the HOA in perpetuity. Add a note that the maintenance of the retaining walls will be disclosed to all prospective lot owners.
19. Show proposed streetlights spaced per standard on the interior streets.
20. A traffic study is required. Obtain approval of the traffic study before the HOH.
21. Prior to development plan approval, Development Plans Review (DPR, 410-887-3751) shall be contacted to schedule a field visit.

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The plan must be revised in accordance with ALL of the above comments prior to the development plan hearing.

VKD: mlv  
cc: file